Three New Battle Ships, One Armored Cruiser, Two Steel Training Ships and a Wooden Brig Authorized.

At the end of a protracted session the House yesterday afternoon passed the naval appropriation bill. A great many amendments were offered to the provisions relating to the increase of the personnel and the authorization of new ships to be built. The most important amendment adopted was one to authorize the Secretary of the Navy, in his discretion, to purchase or contract for submarine torpedo boats after investigation of their merits, and appropriating \$500,000 for that purpose. The amendment was in the language of a bill introduced by Mr. Hill (Conn.), and it was stated on the floor that it had the support of all the members of the naval committee. It was adopted practically without debate. The words authorizing the construction of the new ships "by contract" were stricken out. As passed the bill provides for three new battle ships, one armored cruiser, two steel training ships and one wooden brig for training purposes, in addition to the submarine boats discretionarily authorized. The increase in the personnel of the navy went through as reported by the commit tee, an effort to limit the increase to two midshipmen for each senator and representative to the period between now and 1911 having been voted down.

Submarine Torpedo Boats.

Mr. Tayler (Ohio), on behalf of the naval committee, offered an amendment authorizing the Secretary of the Navy, in his discretion to expend \$500,000 for submarine torpedo boats tested and found to be acceptable to the navy.

Mr. Tayler said the amendment had the approval of every member of the committee. was not in the interest of any particular submarine boat. "Why did not the committee report the provisions in the bill if it was acceptable to all the members?" asked Mr. Thayer

"Because it was only agreed upon today," answered Mr. Tayler. "Rather late," observed Mr. Thayer.

answered Mr. Tayler.

"Rather late," observed Mr. Thayer.

Pacific Coast Shipbuilding.

Mr. Cushman (Wash.) offered an amendment authorizing one of the battle ships or cruisers authorized by the bill to be built at a yard on the Pacific coast, unless the bid therefor was four per cent in excess the bid therefor was four per cent in excess of bids for ships of the same class to be built elsewhere. The amendment led to considerable debate. Mr. Cushman declared that the only independent ship building concern in the United States outside of the trust capable of building a battle ship was

The amendment was ruled out on a point

By unanimous consent the provision which had gone out on a point of order authorizing the Secretary of the Navy to construct the ships in government yards in the event the ships in government yards in the event of a combination of bidders was restored.

Mr. Galnes (Tenn.) raised a point of order against the appropriation of \$10,000,000 for "domestic" armor, but it was overruled. "This is," said Mr. Gaines, commenting on the ruling of the chair and addressing the republican side, "the foulest trust you ever pressed to your bosom." (Laughter on the republican side.) republican side.)

There were no further amendments and the committee rose and the naval appropriation bill was passed.

At 5:50 the House adjourned.

ENTERTAIN THEIR FRIENDS. Meat Dealers' Protective Association Gives a Banquet.

The hall of the Jolly Fat Men's Club, 933 D street, was the scene last evening of what was regarded as the most successful entertainment ever provided by the Retail Ment Dealers' Protective Association. A bright and entertaining program was rendered. after which an elaborate banquet was served, in which 300 persons, including a number of special guests, participated. The hall and rooms of the club were most attractively decorated and the menu contained all the delicacies and choice bits such as the meat dealers alone can provide.

Toasts were responded to by J. R. Kelly, president of the association; Robert F. Stonnell, vice president; J. H. Hoffman and George Coates.

George Carter. The musical program in-cluded a song by Mr. Graham, which he composed during the entertainment and which aimed some humorous shafts at the characteristics of the members. Other numbers on the program were: Songs by James Cothell, Professor Taylor, James Sweeney and Harry Moore, who also enlivened the occasion by humorous anecdotes and im-

Schooner Blown Ashore. The two-masted schooner Compact, owned

in Baltimore, was blown ashore in Eagarn bay, one of the tributaries of the Chesapeake during the gales of the early part of the week, and when the revenue cutter ndom went to her aid Captain Maguire found the schooner was so high on the beach that she could not be pulled off. She had been deserted by the crew before the Windom reached her. The compact was built in 1856 and registered forty-seven

he Last Day of the Clean Sweet

Open at 8:30. Close at 5:30. Saturdays Close at 9 p.m.

Tailored Suits - - \$8.98

Worth high as \$20-a lot of about 100 splendidly tailored suits, all of them advance styles in the new spring modes and very smart and up to date. A considerable variety of styles and kinds; blue, black, brown, gray. With the opening of the regular season's selling these handsome suits will bring as high as \$20; in fact, they were purchased to sell up to this price. If you time your coming for tomorrow choice is to be yours at \$8.98.

A New Purchase of Finest Black Peau de Soie and P Taffeta Silk Waists; DOOO Worth High as \$7.50 - -

These exquisite waist creations represent absolutely the newest and most elegant styles of the season. They are made of best quality peau de soie and taffeta silk. Some are designed most effectively with fine briar-stitched patterns; some have clusters and yoke effects in finest pin tucking; fancy crochet buttons in double rows; new stock collars and shaped cuffs; the sleeves are the latest shape, fullness between elbow and cuff. It's an exceptionally fortunate purchase, and rarely, if ever, has such a high-grade lot of Black Silk Waists been brought to Washington.

Choice from these fine and high-grade Waists, worth up to \$7.50, \$3.98

Always Leaders in Skirts.

Extra Good Quality Cheviot Serge Dress Skirts; blue and black; never sold under \$1.49

Fine Quality Broadcloth Dress Skirts, beautifully designed with tucks; black and blue; \$7.98 value.... \$3.98

Women's Fine Quality and Handsome Dress Skirts; translation silk bands in medallion effects; black and blue; \$2.98

Dress Skirts in black and blue; beautifully corded effects in spray designs; \$4.98

Women's Very Fine Grade Wide Wale Cheviot Walking Skirts; handsomely designed with white stitching; sell at \$9.98... Fine Quality Pedestrienne Skirts; blue and gray; tailor-stitched bands; flounce

and flare bottom; sell up \$3.49

Silk and Lisle Gloves.

First Quality Silk and Lisle Thread Gloves, 25C. \$1,75c. and 50c. Kinds, Being Sold at - 25C.

Several thousands of pairs of these Fine Gloves have gone out and the demand is as great as ever. Rarely is such a chance afforded, and every woman should come tomorrow.

They're the new season's output of the famous Chemnitz makers. Included in this great purchase are the Finest Slik and Lisle Thread Gloves in every conceivable color and shade, including black and white. Exquisite lace and open-work effects; silk embroidery-stitched backs; various lengths and all sizes; one-button and two-button styles; All-lace Silk Mitts; Rich and Elegant

Wrappers - - - 59c.

Absolutely the lowest price at which such superior quality wrappers have ever been offered. They have always and everywhere sold for \$1 and more; and are to be sacrificed tomorrow at 59c. Excellent quality flannelette, including black and white and gray and white effects; prettily made, with edged bretelles and yokes; the waists have fitted linings; colors are absolutely fast. These Wrappers are all dressmaker made and are perfect in every detail. Skirts are full and ample width; every seam is perfectly sewed. 59c. For tomorrow you are to have your unrestricted choice at.

Tomorrow Will See the End of This Greatest of All Sales.

Probably never has any Washington store scored such an overwhelming success as has characterized this Clean Sweep Clearanceand without undue boastfulness we can say that never has there been greater reason for success. The best and most desirable merchandise in the world has been sacrificed at much under cost. Of course, the need has been imperative—the dismantling of side walls and the extensive building operations brought us face to face with the necessity for

And that necessity is just as great, just as pressing, just as important now as it was on the day the sale began! As the building operations progress more and more space is required—and there can be no hesitation now, stocks must be gotten out of the way instanter! For that reason, tomorrow, the wind-up of the great sale, will go down in store history as a red letter occasion. Prices and offerings are most exceptional.

Mr. Man---A Word With You, Please.



Take \$5 as the starting point and look through the series of price reductions made necessary by the building operations. Keep in mind that the clothing offered includes the perfection-tailored garments which have put the Hecht Stores in first place. Every suit, every overcoat, was bought for the regular season's selling-quality-tested and superior grade! And think of the reductions -the savings in many cases are half! The builders are closely crowding the stocks on the clothing floor and a farther clearance is imperative. The wise will come tomorrow.

\$5.00 For Men's Suits and Overcoats selling as high as \$12.50; most desirable and quickselling at regular prices.

\$7.75 For Men's Overcoats selling up to \$12.50; the most popular lines.

For Men's Overcoats regularly sold up to \$17.50;

\$8.50 and Fancy Suits regularly high as An exceptionally good choice from Overcoats in the larger

For choice from

Men's Finest and

Highest - priced Mixed and Fancy

\$7.50

For Fine Black

Thibet Suits; rich and stylish; never

before offered un-

sizes-all are most desirable and prices border closely on half.

Trousers Take Part in the Close-Out. Trousers which have al- \$1.98 | Trousers which have al- \$3.50 ways sold up to \$6.50......

\$1.50 Underskirts, 98c.

Fine Quality Black Mercerized Underskirts; prettily designed and most desirable; never offered under \$1.50; choice tomorrow,

Hechts' Greater Stores, 513-515 Seventh Street.

You're Welcome to Charge Every Purchase If You Wish.

The Men's Shirt Sale Is Achieving a Big Success-About Half Price is the Way They Are Selling.

The fame of this Shirt Department has been added to immensely by the unprecedented success and drawing power of this great shirt selling event. Every man should be interested when prices are so surprisingly small.

25c. for Men's 50c. Shirts, made of good grade percale; nicely laundered; have 1 pair separate cuffs; all sizes. Sewing and every detail are all and more than you'd expect to find in 50c. shirts.

25c. for Boys' Shirts, finefor Boys' Shirts, fine-ly laundered; made of excellent quality per-cale and having one pair of detachable cuffs. They're the shirts sold every-where at 50c. and worth every penny of it.

39c. for Men's well-made and first quality laun-

dered Percale Shirts; the regular 75c. and \$1 qualities. Separate cuffs. Also some "An-chor" brand Neglige has never been made before at 39c.

39c.

for Boys' Excellent Quality Madras and Percale Neglige Shirts; the world-renowned "Anchor" Brand; all are perfectly made; in all sizes; the regular price is 75c. The sale price is 65c.

for Men's and Boys' very high grade and fine Shirts in silk mixed cheviots and madras; the qualities sold universally at \$1 and \$1.50; for the sale the price is to be 65c, for choice.

For the Boys.

The Reductions Bespeak Another Day of Rush Selling Tomorrow.

At 75c. Boys' Fine Suits, including double-breasted and vestie styles; all finely tailored; from the best-selling lines; 3 and 4-year sizes in the vestie styles and 14 and 15-year sizes in the double-breasted; neat dark mixtures and plain blue; choice, 75c.

Suits, selling regularly up to \$5; including Norfolk and Vestie styles; all most desirable and a remarka-

At \$1.98 B o y s' n a t t y and stylish Reefblack kersey cloth; brass buttons; regular value, \$4.98.

At 7 C. Boys, Heavy Quality Century Sewed and very substantial; regular price, 25c. Boys' Heavy At 9c. Quality Percale Waists for wintry weather; pleated front and back; 25c. value.

At \$3.98 of any including the finest and highest priced garments; all superior qualities and very desirable; unrestricted choice; \$3.98.

quality Coats and Vests; fine winterweight serges; plain blue and plain black; sizes 14, 15, 16 and 19 years; single and double-breasted; from

At 39C. Boys' Allwool Knee Pants; some with double seat and knees-extra good quality materials; all sizes; 59c. value.

suits sold at \$12.50.

Boys' Knee Pants; strong-At 16c. Pants; strongvery serviceable; sell usually at 39c.; special at

At 39c. lasting Corduroy Knee Pants; the quality selling at 75c. and \$1 every-

Brilliantine Waists, 98c.

New and most desirable styles in Black Brilliantine Waists. in the latest and most attractive effects; qualities sold regularly at \$1.50 and \$2; for Saturday, 98c.

Another Big Shoe Day.

There has been bustle and business in the Footwear Department, and many a buyer has secured the bargain of his life in the forced stock clearance. For tomorrow four great leaders to show what opportunities await you here-

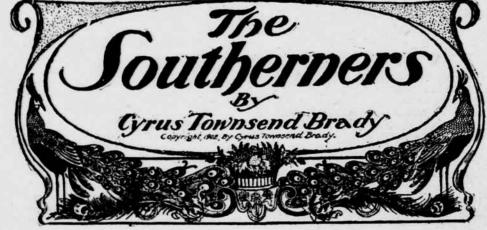
Women's Lace Shoes; Fine Dongola Kid; mil-itary heel; patent toe caps; selling regularly at \$1.75 and \$2— \$1.29.

Men's High Quality Shoes; Vici, Box Calf and Satin Calf; newest shapes; never sold un-der \$2; choice tomorrow

Shoes of Dongola Kid; patent and kid tips; heavy and light soles; \$1.25 and \$1.50 values-\$1.00.

\$1.69.

Boys' Good-wearing Shoes; sizes 2½ to 5½, \$5.25; sizes 12 to 2, \$1.00; sizes 9 to 13½, with spring heels.....



CHAPTER XXXII.

The Fleet Gets Under Way. "Six bells in the midwatch, sir," said the marine orderly, tapping deferentially at the door of the admiral's sleeping room, while to the accompaniment of their shrill whistles the boatswain and his mates were piping, "Up all hemmocks!"
"I am awake, orderly. What sort of a

morning is it?"

"It's been cloudy and squally, but it bids fair to be clear now, sir."
"How's the wind?"
"Light from the sou'west, sir."
"Good! Send Mr. Watson and Mr. Peyton to me. I would like to see them in my cabin as soon as I am dressed. Is Captain Drayton up?"

"Give him my compliments and ask him to come here, too; say in about half an The admiral, who had risen at the first

The admiral, who had risen at the first tap on the door, was soon dressed. He buckled on his sword, which had been given him by an old friend and which was his almost constant companion. He invariably wore it when on duty. Just as he completed his preparations, which included a long and fervent petition to Almighty God for the success of the dangerous undertaking he was about to commence, Drayton, followed by the two lieutenants and Dr. Pakmer, the fleet surgeon, came down into Palmer, the fleet surgeon, came down into the dimly lighted cabin.

Morgan and make it difficult for them to "And not obscure our view of them,

either, sir?"
"Certainly not. The gunner who couldn't "Admiral, you won't fail to call upon me for any service in case the enemy don't give the medical corps work to do?" asked

give the medical corps work to do?" asked Dr. Palmer.

"My dear Palmer, I except to call upon you and every man for the best that is in him this day. But don't fear that you won't have plenty to do in your line. We'll not get through scathless by any means, more's the pity."

"But in case we don't get through at all, str?" asked the surgeon

sir?" asked the surgeon.
"I do not contemplate such a possibility. sir. We shall get through; we must, we will. Come in," called the admiral, in answer to another knock. "Ah, Mr. Heginbotham, what is it?" he asked a young officer who presented himself.
"Mr. Kimberly bade me report that the

Metacomet is coming alongside, sir."
"Quick work. What time is it?"
"Eight bells, sir," answered the youngster, and at the instant the mellow couplets rang out forward.
"So it is. How's the weather now?"
"Fine, sir, and the wind is freshening,"
continued the young man eagerly.
"Very good, indeed; and are the other

"Very good, indeed; and are the other ships at work?"

"All that we can see sir."

"Very well, Mr. Heginbotham; you can go on deck, sir."

"Admiral," said Drayton, as the ensign saluted and ran up through the hatchway, "I shall go on deck and oversee the lashing if you have nothing further for me to do."

"Do so, Drayton; I'll see you presently."

"And I'll go below to the sick bay," said Palmer.

For some time the two officers pored over For some time the two officers pored over the chart in the dim light, and after the admiral had thoroughly mastered all its details—indeed, much previous study had made him thoroughly familiar with it—Peyton returned to his duties on deck, whither the admiral presently followed him.

The morale of the flagship and of the

The morate of the hagship and of the fleet in general was simply superb.

The men laughed and joked with each other as they went about their appointed duties. They were completely oblivious to any danger to themselves or their ships in the approaching battle. And a doubt of their success never entered their minds. The admiral had carried them through many a scrape, and he would get them through this one, somehow. The old Hart-ford and her men had been in too many battles to fail now. They would get but-tered up a bit, doubtless, but they would win out in the end, never fear. The gun was not mounted, the ship did not float, that could sink that Hartford with Farragut aboard.

Shortly before three bells in the morning watch, or half after 5, the admiral, accompanied by Drayton and Palmer, went below to his cabin for a light breakfast. As the three men stood in the dark cabin, lighted by a few candles—for, although the lighted by a few candles—for, although the sun was just about rising, it was not yet light enough below decks to see by—the admiral, sipping a cup of tea, a favorite beverage of his, remarked, abruptly:
"Drayton, I am sure that I have made a serious mistake in giving way to the representations of you fellows and allowing the Brooklyn to go in first. It's not right. That's the place of the commander-in-chief—in the lead."

That's the place of the commander-in-chief—in the lead."

"Now, admiral," said Drayton, remonstrating affectionately, "you know we settled all that last night, and you gave way to our unanimous judgment. The Brooklyn has four chase guns and an apparatus for picking up torpedoes. I feel sure we are right, and I beg of you not to think of changing the order now."

"Oh, very well," said the admiral, unconvinced. "I don't doubt that I will get to the front somehow. Meanwhile, have it your own way."

your own way."

"We have no fear of your not getting to the front, admiral," said Drayton, smiling. "It isn't that. You know the fort and the gunboats and the ram will all concentrate upon the Hartford, thinking to crush or sink you and then have the rest of us at their mercy."

myself, sir. In case anything happens to the pilot or you, which God forbid, I might have to carry the Hartford in myself, you know."

The pilot or you, which God forbid, I might have to carry the Hartford in myself, you gale or fought a ship. You know I get melancholy when I think of them sometimes.

The pilot or you, which God forbid, I might have to carry the Hartford in myself, you gale or fought a ship. You know I get melancholy when I think of them sometimes.

A few minutes after 6 o'clock the Brook-The age of sails is going; it is almost gone. The ships of the future will be like that black monster Old Buck has under him and over him. Your naval officer after awhile will be an engineer, a mechanic, anything but a sailor. I am old fashioned, I suppose, but I cling to mast and yard, to rope and canvas. Give me the wooden deck, the wooden keel beneath my feet! I feel lone-some and uneasy with nothing but iron between me and Davy Jones. This is the last effort of the wooden fleet. I think. Well, we'll make it a good one."
"Signals from all the ships indicate that

everything is ready, sir," said Watson, coming in and saluting.

"Ah, very good. I knew, of course, that they would be, but it is a relief to find things are all right. There is nothing I so much dread as a signal at the last remember. much dread as a signal at the last moment that some ship of my fleet upon which I depended has gone wrong. Are the monitors

ready, Watson?' "Yes, sir, all ready."
"Well, that relieves me more. I haven't a bit of faith in those iron pots. They are always breaking down or doing the unex-

always breaking down or doing the unexpected."

"They are good rammers, though, admiral," said Palmer.

"Yes, that they are, and I expect them to do a great deal of it this morning. Well, Drayton, I suppose we may as well get under way," said the admiral, quietly, going on deck whither the others followed him at

As the shrill whistles and calls of the boatswain rang through the fleet the cables were slipped to the buoys ,the engines started, the screws began to revolve and the ships gathered way in the water.

And this was the quiet manner in which one of the greatest naval battles of modern

CHAPTER XXXIII. "After You, Pilot."

The day broke brilliantly clear and fair as the Brooklyn and Octorora got under way at 5:35, followed five minutes later by the Hartford and the Metacomet, and in succession by all the ships which were to attempt the passage. The couples of ships were about a cable's length apart at the start. The fleet moved slowly, for the ad-

A few minutes after 6 o'clock the Brooklyn and the Hartford crossed the bar and were fairly in the channel. Volumes of black smoke pouring from the smokestacks of the squat, ugly monitors, lumbering from the cove behind Sand Island, far about of them indicated that the state of the square of the ahead of them, indicated that these formid-able fighting machines were ready for ac-

At 6:30 the monitors were well in the channel, heading up to the fort, distant from them about two miles. At 6:43 the head of the fleet came abreast Sand Island light, three miles from the fort. There was a delay here of some ten minutes to enable the fleet to close up within short supporting distance, and at 6:55 the order to advance

distance, and at 6:30 the order to advance once more was given.

The vessels were ranging well up by this time in a bow and quarter line; that is, with the van ship, the Brooklyn, a little off the port bow of the next in line, the Hartford, with the Richmond a little on the ford, with the Richmond a little on the starboard quarter of the flagship, and so on, in order that the chase guns of all the ships might bear on the fort and there would be no danger of one ship firing into Meanwhile at 6:47 the actual battle had

begun. Two long lines of light bursting into balloons of flame-shot smoke leaped from the huge muzzles of the fifteen-inch guns of the Tecumseh, and the shells were seen to burst over Fort Morgan. The roar of the discharge, startling the stillness of the summer morn, carried far dawn the slowly advancing line, and was heard even in the holds of the ships, by the surgeons in the cockpits, the gunners' mates of the powder divisions, the engineers at the en-gines and the men in the hot depths of the fire rooms. Instantly through the fleet, as if in answer to a signal, might be heard the rattle of the drums calling the men to quarters, the last final preparation for ac-

The monitors, which had been rolling ahead, were almost abreast the fort now. The ships, which had moved faster, were close at hand. At 7:06 the watchers on the Hartford saw a puff of smoke rise from the parapet of the fort, followed a few minutes after by the roar of a heavy gun. In another moment the fort was covered with smoke, out of which jets of flame darted, and shell began to scream down toward the smoke, out or which jets of name darted, and shell began to scream down toward the ships. At the same time from the lee of the fort the black Tennessee came shoving her nose athwart the channel just where the

Palmer, the feet surgeon, came down its didder. Which is admired. "All that we can see sir." "All that we can see sir." "All that we can see sir." "Yor well; you'll both join me in a cup." The wind is son' westerly, so the orderly reports, Drayton?" "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide of growing heavier." "Yes, sir, rather light now, but it gives provide and the control of the miles of the feet moved slowly, for the admiral or sink you and then have can see sir." "All ther light was nown and then have crusted for the bearing his was nown and then nown of the thirt the light was nown and then nown of the there. They was nown and then have concentrate done there of them. The l

It as they could get, were firing furiously upon the fort. At seven minutes after 7 the Brooklyn opened fire with her chase guns. Four minutes later the Hartford joined in the battle with hers, none of the broadside guns as yet bearing.

The ships were well up now and coming along grandly in spite of the fire from the fort, which was growing sharper and more severe as the gunners got the range. At twenty minutes after 7 the Brook rifles on the Tennessee and the rifled thirty-twos on the gunboats added their voices to the hellish clamor. The line had become lengthen-ed out a little by this time, and the leading ships slowed down once more to let the rear vessels close up again.

At 7:35 the Brooklyn was fairly abreast of the fort. Her heavy broadsides now bore

square upon it, and the guns, loaded with grape, shrapnel and shell, the fuses cut short, the range not more than 300 yards, poured in broadside after broadside in rapid succession, which was returned with splendid spirit by the garrison, especially by the water battery, masking the northwest cur-tain between the channel bastions. A few moments after the Hartford, now close aboard the Brooklyn, also got the fort abeam under her guns and by mighty broadsides almost cleared the batteries. The confederates could not maintain their stations at the barbette guns in such a stations at the barbette guns in such a rain of shot as that. They were forced to seek shelter between the broadsides, and their own fire abated perceptibly, but now the leading ships were within easy range of the guns of the Tennessee and the gunboats dead ahead. The Union fleet made a splendid target and the fire of Rusheneric gun. did target, and the fire of Buchanan's gun-boats, for the most part effectively handled and well delivered, was fearfully effective. Except for a few light chase guns the ships could make no reply. The fire of the gunboats was much more destructive than that

of the fort at this juncture.

Meanwhile at the head of the line the Tecumseh, was making for the Tennessee. Craven's orders, as were the orders of all Craven's orders, as were the orders of all the other captains, had been to pass to the eastward of the easternmost buoy through the clear channel right under the guns of the fort, but with a fine tactical apprehension of the situation on the part of Admiral Buchanan the Tennessee had moved over now so that she was stationed just behind the line of torpedoes. To get at her the Tecumseh would have to cross the line or by going to the east of the buoy find herself in a very dangerous as well as disadvantageous position. By Craven's initiative, therefore, the orders were disregarded, and the Tecumseh rushed straight for the Tennessee. The heart of Craven was bent upon grappling with the iron monster toward which he was now heading. He believed that he was more than a match for her, and he determined to try it. Buchanan was not less willing and anxious for the

like a volcano in eruption.

Aft on the poop deck of the Hartford stood Drayton, magnificent officer that he was, cool, calm and collected, watching the

Misses' and Children's

ship. By him were Watson, the flag lieutenant, and Ensign Browneil, calmly taking notes of the action. The admiral had gone forward and climbed upon the sheer poles of the port main rigging in order better to see the movements of his ships. As the smoke of the battle settled over the bay he unconsciously ascended ratline by ratline in order to rise above it and still be able to see his fleet. Presently he found himself just below the futtock shrouds be-neath the top. There he stopped. He could communicate with Freeman, the pilot, in the top above him, who was coming the in the top above him, who was conning the ship through a speaking tube to the deck and directing the movements of the Metacomet by motioning to Lieutenant Commander Jouett, her captain, who stood on the starboard paddle box not far away. Immediately beneath the admiral Peyton was stationed ready to take his orders or to take Pracman's place and lead the or to take Freeman's place and lead the ships in in case the pilot became disabled. Watson, following the admiral with at-tentive eyes, noticed his extraordinary position and, realizing that even a slight wound might cause him to lose his balance and fall to the deck, sent a quartermaster, Knowles, up the rigging with a line, directing him to pass it around the admiral and secure it to the shrouds, so that if he were wounded he would have some support which would prevent him from receiving a fall to the deck, a dangerous distance below him, or maybe going overboard. When the man explained his errand the admiral permitted him to take a couple of turns with the bight of the rope around his body and make the ends fast to the rigging.

The action had now become general. The and fall to the deck, sent a quartermaster,

The action had now become general. garrison of the fort, driven to shelter by each broadside, again and again gallantly returned to their batteries and reopened fire. Everything seemed to be going nicely for the fleet when an event occurred which completely upset the admiral's plans and daunted some of the stoutest hearts in his command, for the monitor Tecumseh struck the line of torpedoes; one of them exploded beneath her forefoot, the bow of the ironclad lifted, plunged forward, and she went down with her stern in the air in a few seconds. A few men escaped from the turret and were seen struggling wildly in the water.

water.

Craven and the pilot met at the foot of the ladder leading to the top of the turret, the only means of escape for either of them. There was room for one and but one on that ladder. The ship was fairly dropping into the depths under their feet. What happened? Without a moment of hesitation Craven drew back, motioning the other forward. "After you, pilot." he said grandly and with exquisite politeness. As the pilot sprang forward the ship sank beneath them and Craven went down with the ship.